



Jaguar Tracks



News from the
SAN DIEGO JAGUAR CLUB
August 2022



From a diverse selection of fine, classic Jaguar examples available from our showroom...



1971 XJ6 4.2 Sedan
VIN: 1L61619BW



1948 Jaguar Mark IV
VIN: 517063



1965 E-Type Series I OTS
VIN: 1E10758



1963 Jaguar Mark II Sedan
VIN: P220371

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SPECIAL ANNOUNCEMENT!
Classic Showcase is pleased to announce the opening of the Coventry Foundation's West Coast library and tool-loan program, hosted at our facility in Oceanside, CA. This program is now open and available for current JCNA Club members and Coventry Foundation Patrons and Sponsors. The library is featuring the original factory workshop and parts manuals, as well as a great selection of Jaguar reference materials.

• VEHICLE ACQUISITIONS

When you sell your car to Classic Showcase, it will be marketed to Jaguar collectors who appreciate the history and provenance of these cars. After acquiring your car, Classic Showcase will bring it to the next level to enhance all of its beauty and performance. We care about the marque, and want to help preserve these Jaguars for generations to come.

• CLASSIC JAGUAR SERVICING

Because your classic isn't an everyday car, it will need preventative services and freshening up. Finding a Jaguar Specialist can be a time consuming and stressful endeavor that can lead owners to the point of doing nothing with their cars. We'd like the opportunity to help reduce that frustration and let you get back to the full enjoyment of the car. Let our specialists service your classic and provide you with a no-hassle experience!

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• CONCOURS PREPARATION

PRE-SHOW: Before your Concours event, ask us to pre-judge your car, and we'll tell you what it needs to reduce deductions in scoring. Let us do a complete detail to prepare for your Concours! **POST-SHOW:** After the show, bring us your score sheets, and we'll give you an estimate for correcting any deductions you may have received.



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The 58th Annual SDJC Concours was again held at Spanish Landing East, the first time back at this location since the start of COVID restrictions. I am a newly minted concours judge and used this occasion to sign up for my first concours as a Certified Judge. In preparation, I had attended the judges training conducted in April by Dave Allen, our current Chief Judge, and Pete Rieth, our prior Chief Judge, and as hosted by Nedra Rummell, our VP of Membership. I had also reviewed the Judges Guide a few weeks before the concours. I had told Dave that my preferred judging duties would be best focused on XJ-Ss/XJSs, XK8s, “new” XKs, and any saloon after ~1980. When Dave released the judging assignments a couple of days before the concours, I was a bit surprised that the first car I was assigned to judge was a 1969 E-Type OTS. Geez, I know there is the Series 1, Series 1.5, and Series 2, all with the straight six DOHC engine, and the Series 3, with the V-12. Beyond that, I have little expertise about E-Types. I thought, “Dave, is this really fair to the entrant?”



I could feel my confidence wane further when I remembered that my only prior experience judging an E-Type was in 2020 when I was an Apprentice Judge. I got to hone my meager E-Type skills on a beautifully restored SIII, with Dave Allen as the Team Lead and two other highly qualified judges. It was hard to make a serious blunder in that situation. This year, however, it was “for real”. Fortunately, Dave was cagier than I thought. It turns out that my fellow judge and the Team Lead, Steve Leyerly, not only really knows his E-Types, he restores them as well and scored a perfect 10.0 with his Driven-class ’73 OTS! After giving me a few quick tips as we started the judging process, he suggested I focus on Cleanliness and Condition and he would do the heavy lifting of addressing Authenticity. Good choice given the many pages in the JCNA Concours Rule Book that are devoted to nuances of XK120s, 140s, 150s and E-Types. In the end, my first “official” judging assignment turned out to be stress free, which emboldened me for judging the remaining four cars on my list. All of this is a long-winded way of saying that judging at concours can be both fun and challenging, sort of like golf but a lot less frustrating. You can read a recap of the concours by Mark Hodges, our Concours Chair and Webmaster, starting on page 9. Also, check out the link to a video of the concours on page 14 prepared by Liz Soens, SDJC Director and lead for social media. The link is also on our Facebook page.

The concours Afterglow on August 13th will be held at the Rancho Santa Fe Golf Club (RSFGC) and again hosted by SDJC Director Dave Putnam and family. This is a superb setting with great food and a very pleasant drive to the clubhouse. See page 15 for details. Read on in this issue starting on page 17 for a very informative and detailed recap of the XJ220 Supercar, prepared by our special feature author, Terry Tilton. It is a fascinating story. Terry fills in gaps in my knowledge of the history of the car and why Jaguar deemed it a success despite several speed bumps along the way.

Here’s hoping to see you at RSFGC in what is invariably great weather for a drive.

Dan

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July Event Recap
Concours d'Elegance
We were back at Spanish
Landing for SDJC's 58th
Annual event.

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August Event
Concours Afterglow
We were back at Rancho
Santa Fe Golf Club for
our annual luncheon.

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Special Feature
The Jaguar XJ220
Terry Tilton takes us
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Supercar.

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July New Members

SUZANNE & BRYAN BUETHE

2001 XK8 Convertible Titanium

PETER CZAJKOWSKI

2022 F-Type Green

ROCHELLE MC REYNOLDS & DONNA DACHAI

1991 XJ-S Signal Red

TRAVIS GRIFFITH

2008 XKR Coupe

On the Cover



Are the three BRG racing Jags 'green with envy' over the silver beauty at the top? Find out in Terry Tilton's exposé on the XJ220 supercar.

Ad copy provided by Terry Tilton.

SDJC 2022 Calendar of Events

May 2022

Date, Day	Event	Sponsor(s)	Club
January 8th, Saturday	Drive & Lunch at the Windmill Food Hall, Carlsbad	Nedra Rummell	SDJC
February 12 th , Saturday	Museum of Making Music and Picnic	Nedra Rummell	SDJC
February 20 th , Sunday	Celebrating Jaguar at the Hilton Maya Long Beach	Mark Mayuga	JOCLA
March 6 th , Sunday	Festival of Whales, Dana Point Show and Shine	Mark Mayuga	JOCLA
March 12th, Saturday	Drive and Lunch at Anthony's Fish Grotto, La Mesa	Dan & JJ Jensen	SDJC
March 24 th – 27 th	JCNA Annual General Meeting, Milwaukee, WI	JCNA	JCNA
March 26 th , Saturday	JCNA Judges School Southwest Region (Zoom)	Mayuga/Allen	SW Reg
April 9 th , Saturday	Rolling British Car Day, Bates Nut Farm	Dave Putnam	SDBCCC
April 16th, Saturday	Concours 201 Judges Hands-On Training	Allen/Mayuga/Nedra	SDJC
April 22 nd – 24 th	La Jolla Concours d'Elegance, La Jolla	LJ Historical Soc.	LJHS
April 23 rd , Saturday	JCNA Southwest Region Concours Judges Training	Mark Mayuga	JOCLA
May 7 th , Saturday	Point Loma Road Rally	SDAutoMuseum	SDAM
May 15 th , Sunday	JOCLA Concours d'Elegance – Battleship Iowa	Mark Mayuga	JOCLA
May 22nd, Sunday	SDJC Member Celebration, Green Dragon	Nedra Rummell	SDJC
May 2022	Concourse 101, Concourse 301	Dave Allen	SDJC
June 11th, Saturday	Drive and Picnic at Milagro Winery	Diah Avery	SDJC
June 19 th , Sunday	Father's Day Tour, Rally and Lunch	Mark Mayuga	JOCLA
July 9th, Saturday	SDJC Concours, Spanish Landing East	Hodges/Allen	SDJC
August 13th, Saturday	Concours Afterglow at Rancho Santa Fe Golf Club	Putnam Family	SDJC
August 2022*	Virtual Concours Judge Refresher *Tentative	Mark Mayuga	LA/IE/SD

SDJC 2022 Calendar of Events continued

Date, Day	Event	Sponsor(s)	Club
September 25 th , Sun.	San Diego British Car Day	Dave Putnam	DSBCCC
October 1 st , Saturday	Inland Empire Concours d'Elegance at Idyllwild	Mike Zavos	IEJC
October 2 nd , Sunday	SW Region Concours d'Elegance	Mark Mayuga	SW Reg
October 8 th , Saturday	Antique Gas & Steam Engine Museum, Vista	Nedra Rummell	SDJC
October 12 th -16 th	International Jaguar Festival – Dallas	JCNA	JCNA
November 3 rd – 6 th	CalClubs 2022 Moro Bay	Nedra Rummell	SDJC
November 12 th , Sat.*	SDJC Election Luncheon *Tentative	Diah/Nedra	SDJC
December 3 rd , Saturday	SDJC Holiday Party	Diah/Nedra	SDJC

Green – SDJC event - plans finalized

Red – SDJC event - plans not finalized

Black – Events not hosted by SDJC.

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XJS, XJ6, XJ12, XK8, XJ8

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SDJC Business Meetings

Business meetings are held monthly on the second Wednesday of the month, starting at 6:30 p.m. ZOOM virtual meetings are currently being held due to COVID restrictions. If you would like to participate, call to receive the Zoom log-in information.

~~Jan 12~~

~~Feb 9~~

~~Mar 9~~

~~Apr 13~~

~~May 11~~

~~Jun 8~~

~~Jul 13~~

Aug 10

Sep 14

Oct 12

Nov 9

Dec none

A Note to All Members

Do you enjoy the Club's monthly get-togethers, events, drives, luncheons, dinners? Do you know a great place the SDJC Members might enjoy? Do you want to share a favorite drive you've made in your Jaguar? Do you have a favorite luncheon or dinner place that would make a good venue for an SDJC Club?

Think about sponsoring one of the monthly events. Please contact Diah Avery at

Activities@sdjagclub.com

or (619) 890-1613 to find out what is involved or just to talk about a possible event. The Club values participation from its members.

Thank you!

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Web Sites You May

Club Information

San Diego Jaguar Club

www.sdjagclub.wildapricot.org

Jaguar Clubs of North America (JCNA)

www.icna.com

San Diego Auto Museum

[Home | San Diego Automotive Museum](#)

Car Information

Jaguar USA

www.jaguarusa.com

Jaguar information sites www.jag-lovers.com

www.jaguarforums.com

If you are planning a trip, be sure to check the JCNA webpage at www.jcna.com/all-upcoming-events and look for events you might like to attend on the road.



Ongoing Events

Note: all events are contingent upon COVID-19 requirements and restrictions.

San Diego Cars and Coffee is a monthly gathering conveniently located in Miramar.

[San Diego Cars and Coffee - Home | Facebook](#)

Every Saturday morning

South OC Cars & Coffee

San Clemente Outlets

[South OC Cars and Coffee - Home | Facebook](#)

Every Friday, **April through September**

Crusin' Grand, Escondido

facebook.com/cruisinggrand

Each Thursday of the Month **June-August**

La Mesa Car Show

La Mesa Village, La Mesa

50s cars along La Mesa Blvd lmvma.com

Radio Shows

You Auto Know - Dave Stall

Sunday, 7 - 10 pm KCBQ-AM 1170

Thursday, 1 pm on SignOn San Diego

The Car Show - Art Gould and Dave Kunz

9 - 10 am Saturdays KPFK-FM 90.7

Call-in (818) 985-5735

RPM Today - Dave Stall

1 - 3 pm Sundays ESPN-AM 800

Call-in (866) 377-6800

58th Annual SDJC Concours d'Elegance

Under the Cancer Survivor Sails, Spanish Landing East

July 9, 2022

Recap by Mark Hodges, photos by Matt Allen

The San Diego Jaguar Club (SDJC) Annual Concours d' Elegance returned to its new home: Under the canopy sails of Cancer Survivors Park at Spanish Landing East. Several years ago, I included a survey with the entrant packet asking everyone if they wanted me to move the show to a hotel like some other clubs do, or to some other place. The answer was a resounding, "No." Ya'll are pretty smart.



Under the Sail Canopies

The Concours fee for Display Vehicles was lowered to get more Jags on the display field. My goal was to line up the display Jags along Harbor Drive, basically having a visual show-within-a-show for all those lucky folks driving along Harbor Drive. Considering the reactions from passers-by, I think it worked. I heard lots of horn honking and cat calls (excuse the pun).



Display Jags lined up along Harbor Drive

The weather was nice and cool that morning, warming up around noontime, and included a cool breeze blowing in from the bay, proving again nothing beats our great San Diego weather.

I had plenty of help in setting up the show, parking the Jags, working the hospitality tables, and then packing up all the equipment at the end. This show was truly a group effort. Thanks to everyone who helped.



Parking Crew: Jim Harkins briefing Jim Friel

JCNA members came from all over California to attend the show: Los Angeles (JOCLA), San Diego (SDJC), San Francisco (JAG), and the Inland Empire (IEJC). It pleased me to see some new SDJC members and some very new members at the show. There were even two non-members who entered in display after seeing our posts on social media.

Chief Judge Dave Allen officially opened the event at 9:30 with a judges meeting. Rags Down was announced at 10:00 am and judging commenced. The Los Angeles, San Diego, and Inland Empire clubs have always worked well together when it comes to providing judges for our respective Concourses, and this day was no

exception. I am very proud of everyone from all three clubs. It is the people in these clubs that make it so much fun to participate.



Eric Gruver and Chief Judge Dave Allen judging Kathleen Steele's fabulous S-Type R

There were 53 Jags on the field, 22 judged and 31 display. The following models of Jags attended: XK-140, E-Type, Mark II, XJ6, XJ8, XJS, XK, XK8, XKR, XJ, XF, S-Type, X-Type, F-Type, F-Pace, and the C-Type Replica.



Judged Jags next to the Judge's Tent

Members spent their time touring the park, socializing, and admiring the other Jags. Most everyone had lunch at the Delish Dogs lunch stand. This is the fourth year we have invited them to provide us lunches, and they did not disappoint. My personal favorite is their Pineapple Express.



Owners Phil and Karen Campbell

Judging ended around 2:00 pm and we all headed over to hospitality for the awards ceremony. Everyone gathered around under the shade of the hospitality canopies in anticipation of the impending awards ceremony.



Waiting for the Awards Ceremony to start

Presently, Concours Chairman Mark Hodges started the awards ceremony and then introduced Chief Judge Dave Allen, who read off the scores. Chairman Mark grabbed the appropriate trophy, added the customized name plate, and handed the award to Club President Dan Jensen, who presented the award to the winner.



Dan, Mark, and Dave working diligently at the awards ceremony

While the highest champion division score was 99.91, two driven entries received perfect 10's: Steve Leyerly with his Series 3 E-Type, and Will & Maritza Nighswonger with their XKR Convertible.

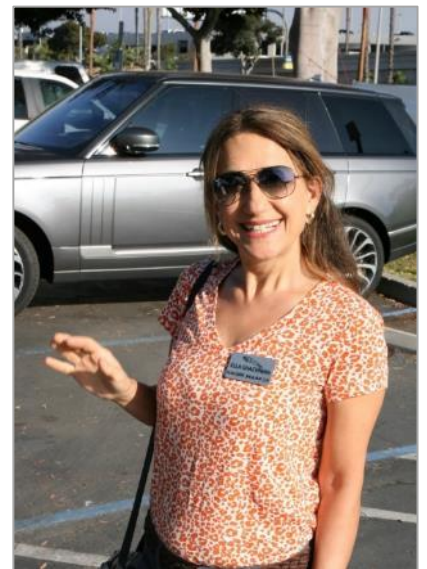
Keith Webb of the JOCLA won the Best of Show Award with his Maroon 1956 XK-140 OTS.

The photos taken by our club photographer, Matt Allen, have been posted to the club website Events Pictures Page, which is a sub-page of the Events Page.

Next up is the Concours Afterglow at the Rancho Santa Fe Golf Club, hosted by Dave Putnam. This is the event where we celebrate our Concours, view a slideshow of the pictures taken at the Concours, drink a little wine, have a fabulous buffet lunch, drink a little more wine, listen to a few speeches, drink more wine, give thanks to all those who contributed to putting on such a great show, find out who won the prestigious Bill Tuchscher Memorial Award, drink a lot more wine, and maybe even win a raffle prize or two.

Mark Hodges is the San Diego Jaguar Club Webmaster and Concours Chairman

And more great pictures by Matt Allen from the Concours d'Elegance









Editor's Note: Thanks once again to Concours Chair Mark Hodges, Chief Judge Dave Allen, and all those that supported this year's fantastic event. I'll leave you with the well-known quote "A picture is worth a thousand words." However, in the case of the picture of Nedra Rummell and Mark Mayuga captured by Diah Avery below left, I just don't happen to know what those words might be. So, I'll leave the caption up to you. Be nice now.



Your Caption Here

And finally, did you all know we have a great new San Diego Jaguar Club Facebook page managed by SDJC Director Elizabeth Soens? The group logo is shown below. And below that is a link to a great video that Elizabeth took during this year's concours. -Ed.



San Diego Jaguar Club

Video: [58th Annual SDJC Concours d'Elegance](#)

**2022 SDJC's Annual Concours d'Elegance Afterglow
Saturday, August 13, 2022**

**Rancho Santa Fe Golf Club
5827 Via de la Cumbre, Rancho Santa Fe, CA 92067
(Driving Directions are posted on the Website)**



Hosted by Danny Deutz & Dave Putman Families



Mark your calendars now to attend our Annual SDJC Concours d'Elegance Afterglow Luncheon. SDJC members will be returning to the elegant Rancho Santa Fe Golf Club (RSFGC) for this popular event featuring an electronic review of our 2022 Concours d'Elegance. If you haven't registered, go to the SDJC website now, the deadline is August 4th! Nearly 50 members have already registered, don't miss this beautiful venue, delicious food, and FUN Jaguar enthusiasts!

11:00-12:00 Check-in/Social Hour

12:00 Lunch Served

RSVP by Friday, August 4th. Cancellations after August 5th or no-shows will still be responsible for payment.

Napa Spa Buffet: \$45/person

Buffet Menu:

Butternut Squash Soup – Toasted Pepitas

Arugula Salad – Red Onion, Toasted Pine Nuts, Parmesan, Lemon Dressing

Gem Lettuce Salad – Cherry Tomatoes, Parmesan, Tarragon Dressing

Seasonal Vegetables - Chef's Choice

King Salmon – Lemon Herb Quinoa, Caper Chimichurri

Organic Jidori Chicken Breast – Portobello Mushroom Sauce, Brown Rice

Assorted Bread, Butter

Fresh Brewed Coffee, Hot Teas, and Lemonade

Dessert: Lemon Tarts with Fresh Fruit

\$12.00 Drink Coupons: Well Bar, Beer, House Red Wine, or White Wine

**For questions, contact: Diah at activities@sdjagclub.com or
Nedra Rummell at nedra@rummells.com**



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The Jaguar XJ200

A compilation by Terry Tilton

Recently this author spent a several months hunting for a supercharged Jaguar sedan. During the course of the search, dozens of cars come across the internet. One 1992 Jaguar, in particular, is worth a remembrance. This particular car has very few options; no power steering, no automatic transmission availability, no Harmon Kardon or Alpine stereo, no seatbelt pretensioners, no air bags, no sunroof, no outside temperature monitoring, no heated seats, no traction control, no boot light, no driver's seat lumbar support, no anti-lock brakes or assisted braking servo, no anti-theft system, not even a spare tire.

This thirty-year-old car even boasted 15 miles per gallon during spirited driving. OK. No all cars come fully loaded, but this had a great price, —only \$487,000, the owner claiming \$20,000 below market value. I clicked on the photos and found a XJ220 in blue with less than 5,000 miles. A super car at a super deal? What is the story of the half-a-million-dollar XJ220?

CONCEPT

The term “supercar” had been bandied about for decades. And the question of who made the first real supercar has been left unanswered. Who is the decision maker for the definition of a supercar? Is the supercar one where you drop the wife at the mall on the way to qualify for pole position at the nearest speedway? Is it a race car with legal bumpers, two seats and passes California



smog checks? For sure, many count the Jaguar XKSS as a supercar progenitor. It did have the Le Mans-winning D-type engine in a race-tuned suspension and wind cheating body. Of course, Mercedes Benz aficionados will point to the 300SL arriving on the market in 1954. And what about prewar cars? Are some of them super also? Even before World War 2, cars we could call super were on the road. Think: Alfa C2900C, Duesenberg Model J, Mercedes 500 and 540K, and Cadillac 16. The Bentley Speed Six would qualify and Ian Fleming had James Bond in a Bentley 4.5 liter.

Jaguar held a performance cachet back dating to the SS100 with road racing achievement beginning in 1935. After World War 2, two privately owned XK120s were driven to the famed Le Mans course. After removing the wife's sunglasses from the glovebox and filling the tank with plain pump gas, the XK120 cars finished the 1950 race 12th and 15th (of 60). The Jaguar sedans also shared glory on tracks. The large Jaguar MKVIII won the Monte Carlo rally the same year D-types swept LeMans. C-types and D-types were all driven to LeMans prior to success on the track.

Events during and after a 1987 Christmas Party, marking the beginnings of the Jaguar XJ220 supercar, have taken on mythological proportions. Maybe not to the extent of the firewatchers designing the XK engine while on the factory roof. What is known for sure is that Jim Randle, Jaguar's Director of Engineering and Styling, 1978-1991, always had big thoughts and laid his ideas on paper. More often than not, they bore fruit. That Christmas, a supercar model joined packages under the tree. This was no Matchbox toy.

Randle and his son, Steve, made a ¼-scale cardboard model of a chassis proposed for a Group B race car with speed over 200 mph. His chassis reflected a mid-engine Jaguar V12 and four-wheel drive. This model had a four-foot length, hardly something folks would think of over the spiked eggnog. This *model* would be the progenitor of a race car with road legalities, harkening back to morphing the D-type into the XKSS. Both of those cars shared the high-compression, triple-Weber-carbureted 3.4 XK engine and suspension components.

Randle took his ¼-scale car to a small group of Jaguar stylists, to skin it over, only working “if they had nothing else to do.” Right. It is doubtful the designs and stylists were all sitting around in cubicles, smoking and pondering who might represent Britain in the 1988 Olympics. The good news: there would be no official Jaguar oversight or influence on the design, style and engineering of the proposed car. Bad news? The team had absolutely no budget for the project, with all concept work done in their “spare time”.

Participants in the clandestine effort were Mark Lloyd, Keith Helfet and Nick Hull. Soon more “volunteers” joined the team; Pete Dodd, David Szchupac, Grahlam Peach, Clive Lindsey, Ken Heap, Stan Paskin, Kit Edwards and Peter Lings. The color renderings of a Group B race car by Stuart Spencer had sketched color renderings of a Group B race car in 1985 which proved propitious. None of the Jaguar top executives had knowledge of any supercar project. Nothing relating to the secret project would be left out or taken from the studio.

It was anticipated that the car would be a “Flagship” for the entire Jaguar range; XJS, XJ40 and an XJ41. The XJ41 project, a Targa coupe sports car, would later be abandoned. Some “spare time” came on Saturdays, which became a nickname for the group. Styling cues would come from the XJ13, a mid-engine car conceptualized for a return to Le Mans in 1966. In the fall of 1988, a complete interior buck for the chassis had been completed in plywood.

Fortunately, in 1988 Jaguar had moved all the designer team, artists and modelers into a new studio, just SE of Coventry. The studio had plenty of “off the beaten path” space. Despite the concealment behind security screens, the project steadily morphed into a clay mockup. Tom Walkinshaw came into the secret project. He would be the one to make the determination on the power train and suspension.

This was a massive secret to keep, but some at Whitley remember the World War 2 warnings; *Loose lips sink ships*. No one leaked the carryings on. The details are not sufficiently recorded and this author is weak on the details, but apparently in April 1987, a Whitley group had a competitive design that had been taking shape on paper, lagging well behind the clay mockup stage. Randle’s Christmas euphony could be realized in the ¼-scale model, ready for wind tunnel testing. Still working off the Jaguar clock, the model had to be secreted away before the brass would visit to approvingly appreciate the work in progress on real Jaguar cars.

The interior concept reached team approval in January 1998, and a consensus determined an actual, nonrunning car could be shown at the British Auto show in October that year, the 40th anniversary of the XK120 show. With the October show looming, the “Saturday Club” had to generate more spare time to finish the exterior. The aluminum exterior panels were made by hand using old world craftsmanship. Rangle called in some favors to fund labor outside the studio for materials. The whole concept, XJ220A, seemed like the Lockheed Skunk Works developing the SR71, the world’s fastest plane. And 9 months away from the show, still no official budget!

As the deadline approached, the team had just a week to obtain Board of Directors approval for the showing. John Egan loved the car and gave it the go ahead. The stunning concept Jaguar made it to the show stand at 3 a.m. Any last-minute touch-up would be completed by the 11 a.m. show opening.

The Jaguar XJ220A concept was a smash hit, like the XK120, 40 years earlier, the E-type in 1961 and to a lesser extent the XK8. The list of potential buyers promising 50,000 pounds sterling (\$85,000) for the actual production car grew to 40 even before lunch. By the end of the show, 1,500 had signed up for an opportunity to purchase the production concept supercar. Speculators loved the car, and if they could get on the limited list, assumed after possession, they could sell their XJ220 for 20% over the purchase price. The 1,500 names had to be whittled down to 350.

DESIGN

Once the show car returned, engineers went to work, knowing that the proposed car would be too heavy; even with the alloy body, weight exceeded 4,000 pounds. Bridgestone of Japan was contracted to make unique tires for the car, but 4,000 pounds at 210 mph exceeded the capability of the specific tires. The XJ220 went on a diet, losing 700 pounds, including the V12, replaced with a V6. Four-wheel drive had to be changed to just rear wheels. Some in automotive circles claimed the new XJ220 would be only ½ the concept car: ½ the cylinders and ½ the driven wheels. Changing the scissors doors to conventional hinges saved weight. It was still a big car, 194 inches long, two inches difference from a XJ-S.

The windshield remained heavy. The angle of 19 degrees proved lower than any other roadable car ever in production. Jaguar touted the drag coefficient of .36, excellent in 1991. Readers may be surprised the sleek E-type had a Cd of .455 (*Jaguar World* 8/2020). Sayer worked hard on the buttressed XJ-S and achieved a Cd of .39. A lighter transmission would have five speeds instead of six.

The four-camshaft V6 needed a minimum of 200 cars, required for homologation for Group racing. The XJ220 would be the perfect project for TWR (Tom Walkinshaw Racing). Since the XJ220 nearly paid for itself, new owner Ford let the Jaguar/TWR production continue. 350 buyers placed 50,000 pounds each for the right to purchase, totaling 17,500,000 pounds sterling. This paid for all research and development. Need an additional loan? Claim collateral of 175,000,000 pounds when all 350 cars are sold.

The official press announcement about the development of a Jaguar supercar came on December 6, 1987. It would be developed by JaguarSport with a total production of 350 cars. Jaguar cars combined with TWR making JaguarSport. The TWR final XJ220 version was approved by Geoff Lawson, Jim Randle and Tom Walkinshaw.

V6 INSTEAD OF V12

No car can be super without a great engine, and the heart of the XJ220 received the most criticism. This is worthy of review. British savants, memories still fresh from the glorious V12 wins at the 1988 and 1990 Le Mans, expected the production XJ220 would mount the V12, just like the concept car. Upon the announcement of the V6, *enthusiasts* derided the V6 as an “agricultural” engine.



The V6 distant ancestry dated to 1961 when General Motors installed the 215 cubic inch (3.5 liter), all-aluminum V8 engine in a compact Buick Special. It also found a home in the Oldsmobile F85 and Pontiac Tempest.

After a few years, GM dropped the aluminum V8, which proved much more expensive than the cast iron block engines. Along the way, the 215 cubic inch posted decent horsepower number. In 1963, with a four-barrel carburetor, it carried a gross rating of 200 horsepower. Compared against the vaulted Chevrolet 283 small block with a four barrel, the smaller V8 boasted 10% more horsepower per liter.

Rover bought the rights to the aluminum V8 in 1965, measuring only one inch longer than their 2.0-liter four-cylinder P6 engine. Under Rover's re-engineering, the Buick engine achieved legendary status. In 1967, the V8 was placed in the Rover P5, the engine carried the name P5B (for Buick). The alloy V8 showed up in the Morgan Plus Eight, MGB GT V8, TR8 and Range Rover. TVR placed the V8, generating 275 horsepower, in the TVR 390SE. Land Rover grew the engine to 4.6 liters. Five-liter versions of the Rover V8 generated over 450 horsepower on nitrous oxide.

The heavily modified aluminum engine achieved legendary status under Rover tutelage. John Simister, in *Legendary Engines*, rated it as one of the world's 20 best. Austin-Rover (British Leyland) "chopped" two cylinders off the "Buick" V8 and put a 3-liter V6 with 4-valve cylinder heads into a lightweight MG Metro GR4, Group B Rally car with four-wheel drive. The engine developed 410 horsepower with astonishing performance to match: 0-60 in 3.2 seconds. This engine became known as the V6-4V.

Tom Walkinshaw entered the bloodline in 1989, buying rights to the V6-4V, turning the naturally aspirated engine into a twin turbocharged powerhouse. Developing two sizes, a 3.0 and 3.5 liter, the engines raced in the XJR-10 and XJR-11, respectfully. In the XJR-11, the newly named JR6 engine developed equivalent horsepower to the XJR-9 V12, Le Mans winner in 1988, about 750 horsepower. It had a much smaller footprint over the V12 and saved about 200 pounds in weight. Satisfactory results in meeting all emission regulations (including California) weighed heavily against the V12. When asked about the V6 engine heritage, Walkinshaw retorted his twin turbo V6 had few similarities to the earlier V6 beyond the same number of cylinders.

The XJ220 received a street legal and emissions ready version of the 3.5-liter turbo V6 with twin Garrett turbochargers. Jaguar announced the TWR engine at 542 horsepower and 475 lb. ft torque. In the UK, production engines had to be measured at a minimum of 40 degrees centigrade (105 F). At lower temperatures, say 20 degrees C (68F), the engine produced 580 horsepower and 500+ lb. ft torque. The V6 has an air-to-air intercooler, and the lower outside temperature helps increase air denser for a better cylinder charge. (The Jaguar supercharged AJ-V8 has twin air-water-air intercooler.)

TESTING & CERTIFICATION

The XJ220, even as a supercar, has to pass mandatory emission and safety regulatory laws. Cars were flown to Fort Stockton, Texas for hot weather testing, one of the largest proving grounds for these evolutions. Oppositely, those cars destined for northern winter climates had freezing temperature testing in what could be regarded as a large deep freeze. It would be done on a rolling road, just like California smog checks, but the temperature a -18°C (0°F). While at Fort Stockton with Le Mans winner Andy Wallace at the wheel, the XJ220 established a new production car record at 213 mph. Wallace did complete a couple of straight run test at 217 mph, but 213 mph is the figure Jaguar advertised. Guinness would eventually give Jaguar the record at 217 mph.

The XJ220 made additional high-speed runs at tracks in England, like Millbrook. The World War 2 bomber airfield provided mile-long runways for initial appraisal. Testing continued across the channel, including the famed 18-mile Formula 1 track at Nürburgring. The car broke the production car numbers, recording 7:41 minutes, but ultimately, the record was not officially recognized. The cars had not gone into actual “production”. As a side note, the current Nürburgring lap record for a 4-door sedan is held by the 592 horsepower, 2019 Jaguar XESV Project 8 at 7:21 minutes.

After all the testing, Jaguar received full approval from the new Ford owners. From the outset, a maximum of 350 cars appeared in all announcements. When displayed at the Birmingham Auto Show, actual orders began rolling in. To get your name on the list, the \$50,000 down payment had to be attached to the prospective form. The Sultan of Brunei wanted 10 cars. Privacy rights protected celebrities’ orders, but Petula Clark (*Downtown*), Elton John and Nick Mason (founder of Pink Floyd rock group) are on the original listings. The cars came in five colors: green, red, blue, silver and anthracite. Price not including the standard listings (above) was 500,000 pounds (\$850,000). Worldwide public reception came at the Tokyo Motor Show in October 1991. It seemed appropriate, as sales in Asia had been anticipated.

PRODUCTION

Production of 350 hand-built cars necessitated a new factory at Bloxham. It would take 166 companies to supply all the various supercar parts. Beyond the engine, the important aluminum body panels needed extreme precision manufacture and fit. This contract went to Abby Panels. Abby had been historically linked to Jaguar since the manufacture of both C and D types. Along the way, the company received praise for their manufacture and installation of aluminum subassemblies in aircraft. Supplying the actual aluminum would be ALCAN. This name is not so familiar in the United States, unless we recall that ALCAN had the largest contract with Coca Cola aluminum cans. The aluminum panels were bonded together, not unlike the X350 a decade later.

A Royal Sidebar: The Unveiling

Princess Diana had to drop her purse on the floor to take the cover off the car. Here you can see one of them finally picking it up off the floor.



Above: Princess Diana unveils 0008, the highlight of the visit. (Courtesy David Winter)



The Princess, delighted, and Tom Walkinshaw, beaming. (Courtesy Simon Chapman photography)

Princess Diana has a first-hand look at the XJ220 V6.



PERFORMANCE

How fast, really? Few test reports for the XJ220 exist. *Autocar* tested the XJ220 in June 1993. Despite the name, the super Jaguar did not claim a top speed of 220 mph. Nonetheless, the testers confirmed the XJ220 circled the banked Nardo track at 213 mph, with best laps at 217 mph. (catalytic converts disconnected). Accordingly, the editors computed a minimum top straight-line speed of 220 mph and a “figure of 223 is commonly mooted”. The 223-mph figure is confirmed by Michael Cotton in *Haynes Workshop Manual, XJR-9*.

The *Autocar* testers came away mightily impressed. It was the most expensive, fastest, best-handling car the magazine ever had the opportunity to review. From the article; “No matter where the book on great handling fell open, the XJ220 wrote it”. The car delivered astounding road performance for 1992. The magazine did nothing to the car after being granted a test and found acceleration to 60 in 3.6 seconds, still in first gear. The XJ220 hit 100 mph in 7.9 seconds and a quarter mile in 11.7 at 125 mph.

The XJ220 pulled 130 in third gear and 168 in fourth. During the two days of testing, the supercar delivered 13.8 mpg, under rigorous assessments. The magazine did predict 19 mpg if owners used considerable restraint during operating. But considerable restraint is not in the vocabulary of JT readers. During the generic British economy tests, the XJ220 obtained a 26.9 mpg rating at a steady 75 mph! The V12 would have been in the low teens.

RACING COMPETITION

The XJ220 did not have a long racing career. The car won the first race entered at Silverstone. In 1994, three cars went to LeMans. Two cars dropped out because of overheating, but car #50 completed 306 laps placing it in the top 15 (of 50) overall. The XJ220 met all expectations by winning their group category. One month after the race however, the XJ220 was disqualified for an illegal exhaust. Almost 30 years later the call, which had a personal acrimony component, is still disputed. Jaguar never did accept the decision.

RECESSION AND DREAM DOWNSIZING

Initially the National Highway Traffic Safety Administration (NHTSA) declined entry of the XJ220 into the United States. They claimed the Jaguar as too fast, too powerful, and too dangerous for use on American roads. Stateside buyers found ways to get them into the country, but it would be several years before the cars could be imported “legally”. The XJ220 came in as *Show or Display* cars; they were driven infrequently anyway.

Production ended in March 1993 at 275 cars. The goal of 350 became unachievable with worldwide financial difficulties in 1993. In Britain, a day termed *Black Wednesday*, September 16, 1992, the British pound sterling collapsed and Britain pulled out of the European Exchange Rate Union. Initially, rates against the US dollar fell about 25%. Coinciding with the devalued currency, the supercar market also slumped. About 75 XJ220 prospective buyers defaulted, forfeiting the down payment for being placed on the purchasing list.

The defaulters sued Jaguar, attempting retrieval of their money. Reasons? The car did not have a Jaguar engine. (The announcement literature never claimed a Jaguar engine). Also, the car could not achieve 220 mph as the name implied. Jaguar never made this claim. The XK140 and XK150 never achieved the speeds in those titles either. Jaguar won the case in 1995, but still allowed an attractive buy-out plan for the defaults.

A surprising number of buyers really lacked passion for the car and merely hoped to capitalize on someone else's exhilaration of ownership. Once on the purchase list, it was expected that within a year of taking acceptance, the XJ220 could be resold and a quick 10 or even 20% profit. The recession curtailed that potentiality. The 350 planned cars were adjusted to 275. Add another ten for prototyping, testing, certification and customer demonstrations. Those who purchased the cars had few complaints.

Of course, a vast majority of men bought the cars. Petula Clark (*My Love*) got hers. The author needs a second confirmation on two women purchases. One wife bought an XJ220 for her husband, which prevented his "midlife" crisis". (Your author sped through a midlife crisis in a 1989 XJ40). Another wife did not place a Christmas present under the tree for her husband. Christmas morning, she told him Santa dumped his Christmas present in the driveway. You guessed it. He found a red XJ220 with a three-foot bow on it. (What did she get?)

The XJ220 would be the last cooperative effort between TWR and Jaguar. They remained friends after the divorce, but there was no need for the 6.0-liter V12 XJS-R. Jaguar would be doing the 6-liter V12 'in house'. All the XJ220s ultimately sold. With success in racing, owner satisfaction and public acclaim, Jaguar (and Ford) felt their performance credibility reached a zenith. The new sports car, X100, had high promise with a new 4.0-liter all aluminum engine. This V8 would be an all-Jaguar designed and manufactured engine. The engine also arrived in the saloon cars, replacing the 4.0-liter AJ16 straight six.

More Sidebar Outtakes

Tom Walkinshaw rides shotgun in XJ220 0007.



XJ220 0008 at the Tokyo Motor Show.



Under the XJ220 bonnet



TODAY

Even after 30 years, the XJ220 still rates super. True, today Jaguar sells cars with more than 542 horsepower. The Project 8 car is previously mentioned. *Car and Driver* tested the 2017 SVR F-type in September, 2016, with 575 horsepower. That F-type achieved a 0-100 mph time of 7.9 seconds, exactly matching the XJ220 time 25 years earlier. Some claim the F-type fell just short of the 200-mph club. Testers estimated 195-200 top speed. Some shoes are simply too big to fill.

From Autocar in 1993: To some the XJ220 will be an overpriced irrelevance. To others, it will be the ultimate expression of automobile engineering excellence; the definitive way to settle any argument over who makes the finest supercar in the world. The simple truth is that every one of us who so much as travelled in the Jaguar emerged with a completely revised concept of the outer limits relating to road car capabilities. Add to that, with the car's awesome beauty and presence, it suddenly does not seem so difficult to justify at all.

In a world of short attention spans, the McLaren F1 appeared in 1993 at the end of XJ220 production. Worldwide supercar appreciation immediately shifted to the new 240-mph supercar. It had been 7 years since the Christmas model took shape. The McLaren F1 was made in the UK, but it had a German engine. It was a V12 instead of the XJ220 V6. The BMW Motorsports S70 V12 had 620 horsepower. Guinness gave the F1 the production car speed record at 240 mph. The beautiful new supercar was much smaller, 169 inches, and lighter, 2500 pounds. The F1 still holds the naturally aspirated speed record. With all the consternation over the V6 lawsuit, the Jaguar faded into the background against the worldwide acclaim of the new McLaren.

Some do consider the XJ220, there with the X350, as two of the most underrated Jaguars made in the company's 100 years. They share little beyond the Jaguar on the car, boosted engines beyond atmospheric, bonded aluminum bodies, Connolly leather, alloy wheels and rubber tires. No matter, the XJ220 is still super, and unattainable, that is, unless your FY23 budget includes a line item: **Jaguar XJ220-\$500,000**. The rest of us live on planet Earth.



A final note: The author found this display at a museum about 5 years ago while doing research at the Naval Postgraduate School for my book. It was a "40 years of Jaguar sports cars" to demonstrate how far the top speed of Jaguar sports cars had come. An XK120 is clearly in the background. 1952 XK120 through the 1992 XJ220: 40 years and 100 mph.

Editor's Note: *Well Terry, you've done it again. You are, without a doubt, the Funk and Wagnalls of all things Jaguar! Thank you. -Ed.*



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Celebrating Triumph – September 9th, 10th & 11th, 2022 at Portland International Raceway

Registration opens June 1st, 2022



We look forward to visiting with you at the 2022 Portland ABFM on September 9th, 10th & 11th, 2022.

Bring your British cars and motorcycles. Join OVER 700 British vehicle owners and share your interests with other enthusiasts. Replica cars made in England with British components (e.g., Panther) and specialty cars with British chassis and running gear (e.g., Arkley) are welcome, as are British-bodied cars with American engines, including conversions.

The SOVREN Columbia River Classic will make its annual late-summer return to the All-British Field Meet event. This popular historic road racing event includes an excellent collection of racing cars from as far back as the 1950s.

The weekend kicks off with the Friday Night welcome party, followed by the Saturday car show, guided walking tours, Giant Slalom competition, People's Choice voting for class winners (including Best in Show prize), LIVE musical performance, Arts & Crafts contest, Scavenger Hunt for the kids, and Land Rover Adventure Rides. Saturday's events culminate with an Awards Presentation and an optional banquet with a TBD guest speaker. Sunday's activities include a HUGE swap meet, a guided rally to tour Portland-area landmarks, more vintage racing, and more Giant Slalom competition.

People's Choice votes are cast for more than 80 classes of British cars, which are owned and driven by club members from more than 30 British car clubs across the U.S. and Canada—a truly international event! Attendees can leave with not only good memories but also unique mementos and memorabilia after a stop in the Regalia Tent.

This year the event salutes Triumph. All British cars are welcome to join the fun and we anticipate a good showing of all your favorite English marques. With over 700 registered vehicles, we are the largest All British Field Meet in the United States and the largest 3-day event in the Americas!

The organizing clubs welcome the public to take in this rare assembly of the west coast's finest British steel. The Portland All British Field Meet always draws a large crowd of spectators. Join us! (<https://www.abfm-pdx.com/2022>)

JAGUAR



Land Rover San Diego and Jaguar Land Rover North America, LLC have strengthened their partnership with the addition of the Jaguar franchise to Land Rover San Diego’s facility in San Diego, California. Effective immediately, Land Rover San Diego is authorized to sell and service new and pre-owned Jaguar vehicles, continuing to provide an exceptional experience that is representative of the Jaguar and Land Rover brands.

While we work to transition the Jaguar franchise to our facility at 9455 Clayton Drive, San Diego, please rest assured that Land Rover San Diego and our entire staff are available for all your Jaguar needs.



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Notes from the Concours Judge's Tent

August 2022

By Dave Allen, Chief Judge, San Diego Jaguar Club



Our 58th Concours d'Elegance held at Spanish Landing Park on Saturday July 9th was well attended, and there's a separate article summarizing the event. I couldn't have gotten through this first Concours as Chief Judge without the excellent help from the whole crew - Judges, Scorekeepers and runners, and, of course, Mark Hodges and family for organizing the event. We received support from the LA Club, and also the Inland Empire Club, with members from both clubs adding to the team of judges.

Judges:

- Dave Allen, SDJC
- John Balha, SDJC
- Jim Friel, JOCLA
- Ella Ghazvinian, Inland Empire
- Eric Gruver, JOCLA
- Dan Jensen, SDJC
- Tom Krefetz, SDJC
- Steve Leyerly, JOCLA
- Mark Mayuga, JOCLA
- Will Nighswonger, SDJC
- Dave Putnam, SDJC
- Pete Rieth, SDJC
- Nedra Rummell, SDJC
- Jim Singmaster, SDJC
- Al Steele, SDJC
- Mike Zavos, Inland Empire
- Jan Zverina, SDJC

Our apprentice judges Jim Costello, Charlie Mohring and Terry Tilton did great and were able to shadow the official judging teams, make great contributions, and graduated to fully certified judges - well done!

Runners: Matt Allen & Kathleen Steele, who each ran about 4 miles on the field – well done!

Scorekeepers: Marie Allen & Celia Hunter who carefully calculated and double checked the score sheets. Thank you!

The cars were prepared to a very high standard with some very high scores received, and well deserved. The cars looked beautiful on the field!

Immediately after the event, I double & triple checked the scoresheets, mailed the scoresheets to the entrants, and posted the results on the JCNA website. Initially marked as provisional and are now confirmed as official.

The official results follow on the next page.

58th Annual SDJC Concours d'Elegance Judging Results

Class	Entrant	Car	Score	Award
C3/140	Keith Webb	1956 XK140 MC OTS, Maroon	98.08	1st
C5/E1	James Waite	1965 E-Type OTS, Dark Blue	98.26	1st
C6/E2	Jan Daniel	1969 E Type OTS, Primrose Yellow	99.35	1st
C9/XJ	Ella Ghazvinian & Mike Zavos	1970 XJ6 Sedan, Regency Red	99.47	1st
C11/J8	Eric Gruver	2008 XJ8 VDP, Platinum	99.88	1st
C13/JS	Ella Ghazvinian & Mike Zavos	1992 XJS Convertible, Solent Blue	99.91	1st
C14/K8	David & Marie Allen	2002 XK8 Convertible, Zircon	99.91	1st
C14/K8	Don Becker	2005 XKR Coupe, Black	99.64	2nd
C15/XK	Mark Hodges	2014 XKR Coupe, Rhodium Silver	99.91	1st
D3/E2	Jacob Cherub	1969 E-Type Roadster, Red	9.841	1st
D4/E3	Steven Leyerly	1973 E type Roadster, Silver	10.000	1st
D4/E3	Domenic & Audrey Valvano	1973 E type Roadster, White	9.977	1st
D8/XJS	Mark Mayuga	1989 XJS Rouge Coupe, Red	9.970	1st
D10/K8	Will & Maritza Nighswonger	2000 XKR Convertible, Platinum	10.000	1st
D11/XK	Ken Colby	2009 XK Convertible, Silver	9.971	2nd
D11/XK	James & Elizabeth Friel	2013 XK Convertible, Black	9.985	1st
D13/SX	Al & Kathleen Steele	2007 S-Type R, Black	9.997	1st
D15/F	Michael Carpenter	2014 F-Type S Conv., Ital Racing Red	9.983	1st
S2/MOD	Tom & Debbie Krefetz	1964 E-Type S1 Coupe for Racing	10.000	1st
S3/REP	Andrea & George Barry	1953 C-Type Replica BRG	9.997	1st



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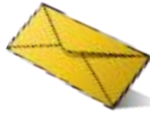
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Letters to the Editor



A couple of points to ponder this month. First, with tongue firmly in cheek, club member **Pete Rieth** has a suggestion for a future event:

Hi Chuck, I know you guys are always looking for exciting new events for the club. How about an overnighter? I have just the place! The beautiful Bombay Beach at picturesque Salton Sea.

Whittled, rotted, and abandoned, Bombay Beach has gone from apocalyptic wasteland to offbeat art hub. Well sort of.

The rundown community sits on the eastern shore of the Salton Sea, a massive desert lake whose very existence reads like a cautionary tale about the unintended consequences of manmade climate change. It stands 227 feet below sea level on the southern terminus of the San Andreas fault, which over millions of years carved out a desert basin lower than any point in North America outside Death Valley. Here's some glamour shots to whet your appetite.



Looks like they've got a great Drive-In. Better bring your own speakers.



The ghost boat at the world's crappiest beach.



Its structures have rotted beyond definition, whittled by salty winds and triple digit temperatures into a collection of splintered stumps.



Oh, and BTW, Christa and I can't make it that weekend. Sorry, other plans. Cheers, Pete
More info: <https://roadtrippers.com/magazine/bombay-beach-apocalyptic-wasteland-art-hub/>

Thanks Pete. I'll pass it on to our Activities Director, Diah Avery. But don't hold your breath. (Unless your around Bombay Beach).

OK, I'm going to close out this month's Editors Desk with a Public Service Announcement as evidenced by this note to me from a "friend".

Dear Mr. Chuck,

Just wanted to say thank you for the recent excellent rodent-friendly provisions I enjoyed both above and beside the gas tank in the rear of your 2016 F-Type. The Fuel Level sending unit wiring was an excellent appetizer. And the following main course of the Carbon Canister was beyond compare. Cheers to the chef that has chosen eco-friendly plastics to whet our furry little appetites!

Thanks once again, Ricky Ratatouille

PS: Thanks for picking up the tab!

Dear Ricky,

If I remember correctly, you failed to make reservations before dining in, or on, my F-Type. As a result of your visit, or visits, I sustained approximately \$2900 damages to the Jag. That tab, of course, included both the chosen menu items and the cost of replenishment. Fortunately, my Auto Insurance stepped right up to the plate (no pun intended) and I was immediately reimbursed less the deductible.

As a result of your visit, or visits, I have invested in large quantities of Peppermint Spray, a Rodent Repellent. BTW, I believe you might find the BMW, two doors down, open and to your liking.

Cheers (not), Chuck

While poking fun at my own expense, the above is not a fabrication. It just happened to our F-Type. We live in a hilly area with high levels of rodent-friendly trees and vegetation. Beware. Chuck



IEJC Announces 2022 IEJC JAGSTRAVAGANZA & SW REGION CONCOURS: 2 EVENTS, 1 WEEKEND!

The Inland Empire Jaguar Club (IEJC) have again combined their annual JAGSTRAVAGANZA EVENT with the JCNA SW Region to host the DOUBLE DUTY JAGSTRAVAGANZA event SEPTEMBER 30 - OCTOBER 2ND, 2022. Both concours events will be held on consecutive days at the IDYLLWILD INN in the mountain town of IDYLLWILD California.

The town of IDYLLWILD is located on State Highway 243, just north of the HWY 74 and HWY 243 junction. The town has charming restaurants, gift and craft shops, and wonderful mountain air to enjoy. The views are spectacular, and the event location is charming.

Book your hotel reservations NOW as this location is extremely popular that time of year.



Schedule:

IEJC JCNA CONCOURS, SATURDAY OCTOBER 1,

10:00-3:00 PM Judging, Awards Banquet FERRO Italian Restaurant

**Please register for the INLAND EMPIRE JAGUAR CLUB
JAGSTRAVAGANZA EVENT OCTOBER 1**

[IEJC JAGSTRAVAGANZA Entry Form 2022](#)



JCNA South West Region
Concours d'Elegance



JCNA SW REGION CONCOURS, SUNDAY OCTOBER 2,

10:00-3:00 PM Judging, Awards 3:30 afternoon

[REGISTRATION FORM FOR SW REGION EVENT](#)



SAVE THE DATE

Mark your calendar now for Saturday October 8th, 2022

Are you ready for another drive?

SDJC Drive and Picnic to Gas and Steam Engine Museum in Vista



I can hear the moaning now..... gas and steam engines? Well, I'm happy to tell you there is much more, something for almost everyone – 4,000 square foot Weavers Barn, Spinners Cottage, Sawmill, Gas and Diesel Tractors, West Coast Watch and Clock Museum, Steam Traction (yes traction) Engines, Farmhouse, Short Track Railroad, Blacksmith Shop, Steam Engine Row, and Grist Mill!

Want more? It's time to get our Cats on the road again. I'm creating a fun drive to the Museum (details later) plus we will have a "Show and Shine" while we picnic on the Green! The Show and Shine will be by popular vote, no Concours style judging. Shine up your Jag for a chance to win fun prizes! You can register on the website, all the above for only \$4.00 per person.

Let's have a fun day, driving, admiring our beautiful Jaguars, touring exhibits, and relaxing on the green with our Jaguar friends while we enjoy our lunch.



For questions, contact: Nedra Rummell at nedra@rummells.com
Diah at activities@sdjagclub.com or



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Watch Your E-Mails For Event And Hotel Reservations Information Coming Soon

San Diego Jaguar Club, Jaguar Owners Club LA, Jaguar Associate Group, Sacramento Jaguar Club, Inland Empire Jaguar Club

This event has a long history dating back to the mid-1970's when the Jaguar Owners Club in Los Angeles started this tradition. At that time, the California Jaguar Clubs included San Diego, Los Angeles, San Francisco Bay Area, and Sacramento, but now includes the Riverside area as well.

The event was scheduled for alternating years with each club taking turns hosting. Paso Robles Inn, Morro Bay Inn, Madonna Inn, Three Rivers Motel, Cambria Pines Inn, and the Avila Beach Inn were popular locations. A JCNA Concours d'Elegance was part of the event as was a JCNA Rally. This tradition carried on until the '90's. In 2007 the Cal Clubs Meet Reunion was revived at Three Rivers/Sequoia National Park hosted by the Jaguar Owners Club, Los Angeles. In 2019 and 2021, we returned to Morro Bay as the new venue for the Cal Clubs Reunion. During the 2021 event, everyone was having so much FUN, it was agreed to make it an annual event and The San Diego Jaguar Club would host in 2022! We sincerely hope you will enjoy this laid-back event, the touring, meal venues, and unique events sites.

IT'S TIME FOR ANOTHER CALCLUBS MEET!

Add November 3-6, 2022 to your calendar now so you won't miss beautiful driving roads, great dining venues, and fun with your Jaguar friends! Again, this year we will be staying at the La Serena Inn which was recently renovated. The La Serena will be our headquarters for the event and is conveniently located only a few blocks from the ocean.

Thursday, November 3rd

- Arrive/check-in La Serena Inn
- La Serena Inn Welcome Reception, sponsored by XKS Motorsport
- Enjoy dinner with friends in Morro Bay or visit the San Luis Obispo Thursday Night Farmers' Market

Friday, November 4th

- Hot complimentary Breakfast at La Serena Inn or restaurant of your choice
- Rally/Tour – Our drive will take us to a lovely winery for lunch, Show and Shine, wine tastings and games!
- CalClubs2022 Dinner in Morro Bay

Saturday, November 5th

- Hot complimentary Breakfast at La Serena Inn or restaurant of your choice
- Rally/Tour and BBQ Lunch at Pozo Saloon, visit wineries on the way back to Morro Bay
- La Serena Hotel Farewell Reception
- Farewell Dinner at Dockside Fish Market and Oyster Bar

Sunday, November 6th

- Enjoy the LaSerena's complimentary breakfast with your old and new Jaguar friends before you head home or extend your stay in beautiful Morro Bay

Watch for an update next month, as we plan to publish hotel costs and registration information, additional touring options, restaurants, fun events, recap of 2021's event and photos! Don't miss the fun! In 2021, SDJC had 20 attendees, let's double that this year! If you would like to host a reception on Saturday, or suggest a winery and/or driving route, please do not hesitate to contact me. Let's all work together to make this an outstanding event.

Nedra Rummell 760 519 5400 nedra@rummells.com

CalClubs Reunion Chairman

Host: San Diego Jaguar Club



San Diego Jaguar Club Classified Ads

Classified Ads are now displayed only on the Club Website.

Perhaps you have one too many garage spaces you want to fill by buying another Jaguar. Or maybe you have one too many Jaguars and want to reduce your inventory. In either case, click **HERE** to go directly to the SDJC Classified Ads. The ads include details and up to 9 photos of each car!

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San Diego Jaguar Club Logo Items

Hey, where's your NAME TAG! Don't you need a new GRILL BADGE? You know that POLO SHIRT is looking kind of dated, time for a new one? These CLUB LOGO ITEMS and more from SDJC and LAND'S END are just a click away on our SDJC Home page. To get there right now just click <https://sdjagclub.wildapricot.org/OnLine-Store>

Sale On! Look at the new lower prices on some items!!

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Make new Jaguar friends while experiencing new venues in uncharted territories! Find out more about each of these clubs by clicking the link below each of the club logos then simply contact the Membership Chairs.

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SDJC Board of Directors Meeting Minutes

July 13, 2022

The meeting was called to order at 6:32 pm via Zoom video conference by Dan Jensen, President. Officers present: Dave Allen, Diah Avery, Ann Howe, Mark Hodges, Chuck Leuthen and Nedra Rummell. Directors present: Tim Bennett, Dave Putnam and Liz Soens. Functional Chairs present: Terry Tilton.

Secretary's Report: The minutes of the June 8, 2022 meeting were approved via e-mail.

Treasurer's Report: Dave reported that income for June was \$975.00 comprising \$180.00 for Club Dues, \$100.00 for Logo items, and \$695.00 for Concours registrations. Expenses for June were \$2,910.22 comprising bank fees (\$62.23), JCNA dues paid on behalf of club members (\$80.00), and deposit for the Holiday Party (\$2,500.00). Additional expenses in June were the monthly storage facility fees (\$132.00), and Website and digital Communication (\$135.99). Note that the website expense comprises monthly website hosting and Zoom (\$16.99) and an annual subscription for web design software for the Facebook page (\$119.00). Overall, we had net expense of \$1,935.00 for the month, mostly due to the Holiday Party deposit. Club finances remain healthy, as shown in the attached report.

First Vice President Activities Report: Diah reviewed upcoming events, and provided a list of 2023 events:

- **August 13: Afterglow Luncheon** – The contract has been signed with Rancho Santa Fe Golf Club, hosted by the Putnam family. The buffet that was served last year will be served again this year, and the country club is honoring the same price as last year. The cost to members will be \$45.00 per person with the club subsidizing \$14.15 per person. To date, 22 people are registered for the event.
- **September 25: British Car Day** – Dave P. reported the council voted to change the date from October to September 25. More information to follow as it becomes available.
- **October 8: Drive to Gas and Steam Engine Museum in Vista** – Nedra is working on this event. She is planning a picnic, but there is also a food court available. There is a very large display of steam and gas engines, a weaver's barn, spinning wheels, a blacksmith's forgery, which will be demonstrated, a watch and clock exhibit, and a to-scale railroad exhibit that is usually displayed at the San Diego Del Mar Fair. She has paid the deposit. She will meet with their event personnel and finalize the plans and then work on the drive. There was discussion as to expanding this event to include a Jaguar Show and Shine which would give members a chance to admire and learn more about other members and their Jaguars.
- **November 3-6: Cal Clubs Reunion – Morro Bay** – Nedra reported she is working on this event. There are no available hotels in Solvang that can accommodate our group. We will be going back to the La Serina Inn in Morro Bay, which has been remodeled and will provide a hot breakfast. Glenn Baker from the San Francisco club has offered to do the Saturday drive. Nedra will be making a reconnaissance trip to Morro Bay and bring more information back to the board. A save-the-date was put into this month's *Jaguar Tracks*.
- **November 12: Election Day Luncheon** – We are confirmed at the Silver Gate Yacht Club and are being hosted by Jim Hallameyer. As Nedra will be at the yacht club soon, she offered to contact Jackie, the event planner, to get a price for our luncheon.

- **December 3: SDJC Holiday Party** – Tom Ham’s Light House – The contract is signed and the down payment has been paid. The save-the-date has been posted on the event page, but registration is not yet open. (Secretary’s note: At the June 8 meeting, there was a unanimous motion passed which opted for the “Surf and Turf meal to be served. The price was capped to members at \$80.00 per person with the club subsidizing the balance of approximately \$40.00 per person.)

Diah asked the board to look over the provided list of events for 2023 for discussion at the next meeting. There was more discussion regarding events which focus more on driving and Jaguars.

Second Vice President Membership Report: Nedra reported there are four new memberships and one renewal: Suzanne and Bryan Bueth (200 XK8), Peter Czajkowski (2022 F-Type), Rochelle McReynolds and Donna Dachai (1991 XJS), Travis Griffith (2008 XKR Coup), and Steve Raskind, renewing from 2019 (1973 XJ6). Total membership is now 165, up 10% from July 2021. On a motion by Chuck and a second by Dave A, all were approved.

Newsletter Editor Report: Chuck requested from Mark a recap of the Concours for *Jaguar Tracks*. He also requested from Dave A. the results of the preliminary/final judging tally, and also the pictures from Matt.

Website Report: Mark reported that in January of 2023, the cost of the website renewal will be increased by \$200.00. This cost should be considered if the annual club membership dues are going to be increased.

Director Reports:

Tim Bennett: Tim offered to refresh banners, posters, etc., for the concours.

Dave Putnam: Nothing to report.

Liz Soens: Nothing to report.

Functional Chair Reports:

Advertising: Dan has sent out letters to two advertisers who had previously taken out annual ads starting in July 2021.

Terry Tilton: June 9 is the San Diego Auto Museum’s Night. They will introduce the new display. The display is all TV cars: *Night Rider*, the ambulance from *Ghostbusters*, *Speed Racer*, the brown tow truck from *Cars*, *Toy Story* and many more.

British Car Club Council Representative: The date of the British Car Day event has been changed to September 25, 2022. Dave P. will provide the board with more information once plans are finalized.

Concours: Mark reported that the 58th Concours went smoothly, without any problems, and was a great success. The 2023 concours is being targeted for July 8, again at Spanish Landing East. Mark will start the application soon. There were 21 judged awards: 11 JCNA plates and 10 acrylic trophies. Mark is not expecting to purchase acrylics for next year. The newly purchased sound system/generator worked very well. After one more event of use, it will have paid for itself. Everyone agreed it was an excellent and well-organized event.

Property Manager: Nothing to report.

Chief Judge: Dave reported that the concours went smoothly thanks to all the preparation, the volunteers, judges, scorekeepers and scrutineers. He reviewed all the scoresheets and entered the provisional results on the JCNA website. There were three revisions to the scores. Two were related to applying the standard deductions to non-authentic / missing items. (Dave said he would add special emphasis on this at next year's training.) One change resulted in a 1st / 2nd trophy swap, which Mark has already addressed. Dave will mail the original scoresheets to all entrants tomorrow.

Raffles / Roster / Awards: Nedra reported she needs the plates from the Tuchscher trophy and Member of the Year for engraving. However, since they are not on display, perhaps it can wait until the end of the year and engrave both 2021 and 2022 at the same time.

Old Business

- **Use of social media** – Liz stated that with Facebook we have reached 1900 people and have received 556 reactions/comments/shares. On Instagram we reached 105 people with 21 reactions. We have 69 followers on Instagram and 106 on Facebook. After the last meeting, Liz placed an ad for \$10.00 which was seen 396 times. On July 1, we reached 100 followers. She sent out a “Thank You” to them. She posted both the June and July *Jaguar Tracks* – July’s issue reached 52 people with 19 reactions. On Instagram, it reached 32 people. She has just started the Instagram page. She posted on Jaguar E-Type and 1900 people saw it. The JOCLA photos that Dave sent her received 1200 views. Chuck requested an article about our social media for the newsletter.
- **Frequency of *Jaguar Tracks*** - Chuck has agreed to continue the monthly *Jaguar Tracks* through 2022, and in 2023 he will produce it every other month.

With no further business, the meeting was adjourned at 7:45 pm by Dan. The next meeting will be August 10, 2022 at 6:30 pm by Zoom video meeting.

Minutes prepared by Annie Howe



San Diego Jaguar Club Officers, Directors and Committees

Elected Officers

President

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President@sdjagclub.com

Immediate Past President

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Raffles

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(760) 519-5400 cell

These are the people at the “wheel” of your club. They would be glad to help you get involved or respond to your inquiries or suggestions. There are a lot of jobs to do to keep the club running smoothly. Of course, you are always welcomed to come to a Board Meeting.

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Website Links	N/A	\$50.00	\$100.00

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